

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Powerplant Installation Harmonization Working Group
Task 12 – Fuel Vent System Protection (Retrofit Rule)

Task Assignment

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee, Transport Airplane and
Engine Issues--New Task

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice of new task assignment for the aviation rulemaking
advisory committee (ARAC).

SUMMARY: The **FAA** has assigned the Aviation Rulemaking Advisory
Committee a new task to develop recommendations for preventing fires
related to fuel tank vent systems. This notice is to inform the public
of this ARAC activity.

FOR FURTHER INFORMATION CONTACT: John McGraw, 1601 Lind Ave., Renton,
Washington 98055-4056, 425-227-1171, john.mcgraw@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The **FAA** has established an Aviation Rulemaking Advisory Committee
to provide advice and recommendations to the **FAA** Administrator on the
FAA's rulemaking activities with respect to aviation-related issues.
This includes obtaining advice and recommendations on the **FAA's**
commitments to harmonize Title 14 of the Code of Federal Regulations
(14 CFR) with its partners in Europe and Canada.

The Task

Phase I. Review the draft part 25 final rule concerning fuel-vent
system fire protection, including the **FAA's** proposed disposition of
public comments. Prepare a report for the **FAA** documenting any
recommended changes resulting from this review and any remaining
unresolved issues.

Schedule: This report will be due to the **FAA** no later than 60 days
after receipt of the draft document from the **FAA**.

Phase II. Review the draft advisory material (AC 25.975) associated
with the part 25 rule and prepare a report from the **FAA** similar to the
Phase I report, documenting any recommended changes as well as any
remaining unresolved issues.

Schedule: This report will be due to the **FAA** no later than 6 months
after receipt of the draft document from the **FAA**.

The **FAA** may ask ARAC's assistance in dispositioning any comments received in response to the publication of a Notice of Availability of a draft advisory circular.

ARAC Acceptance of Tasks

ARAC accepted the task and assigned it to the Powerplant Installation Harmonization Working Group, Transport Airplane and Engine Issues. The working group will serve as staff to ARAC and assist in the analysis of the assigned task. ARAC must review and approve the working group's recommendations. If ARAC accepts the working group's recommendations, it will forward them to the **FAA**.

Working Group Activity

The Powerplant Installation Harmonization Working group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan for consideration at the next meeting of the ARAC on transport airplane and engine issues held following the publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations prior to proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each meeting of the ARAC held to consider transport airplane and engine issues.

Participation in the Working Group

The Powerplant Installation Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than April 30, 2001. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group chair. Individuals will be advised whether or not their request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to support the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the

assistance executive director, and the working group chair.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

Meetings of the ARAC will be open to the public. Meetings of the Powerplant Installation Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. The **FAA** will make no public announcement of working group meetings.

Issued in Washington, DC, on March 14, 2001.

Anthony F. Fazio,
Executive Director, Aviation Rulemaking Advisory Committee.

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BILLING CODE 4910-13-M

Analysis completed; no recommendation resulted.

FAA Action

[AE1]

Mr. Ron Priddy
President, Operations
National Air Carrier Association
1100 Wilson Blvd., Suite 1700
Arlington, VA 22209

Dear Mr. Priddy:

The Federal Aviation Administration (FAA) recently completed a regulatory program review. That review focused on prioritizing rulemaking initiatives to more efficiently and effectively use limited industry and regulatory rulemaking resources. The review resulted in an internal Regulation and Certification Rulemaking Priority List that will guide our rulemaking activities, including the tasking of initiatives to the Aviation Rulemaking Advisory Committee (ARAC). Part of the review determined if some rulemaking initiatives could be addressed by other than regulatory means, and considered products of ARAC that have been or are about to be forwarded to us as recommendations.

The Regulatory Agenda will continue to be the vehicle the FAA uses to communicate its rulemaking program to the public and the U.S. government. However, the FAA also wanted to identify for ARAC those ARAC rulemaking initiatives it is considering to handle by alternative actions (see the attached list). At this time, we have not yet determined what those alternative actions may be. We also have not eliminated the possibility that some of these actions in the future could be addressed through rulemaking when resources are available.

If you have any questions, please feel free to contact Gerri Robinson at (202) 267-9678 or gerri.robinson@faa.gov.

Sincerely,

Anthony F. Fazio
Executive Director, Aviation Rulemaking Advisory Committee

Enclosure

cc:

William W. Edmunds, Air Carrier Operation Issues
Sarah MacLeod, Air Carrier/General Aviation Maintenance Issues
James L. Crook, Air Traffic Issues
William H. Schultz, Aircraft Certification Procedures Issues
Ian Redhead, Airport Certification Issues

Billy Glover, Occupant Safety Issues
John Tigue, General Aviation Certification and Operations Issues
David Hilton, Noise Certification Issues
John Swihart, Rotorcraft Issues
Roland B. Liddell, Training and Qualification Issues
Craig Bolt, Transport Airplane and Engine Issues

ARAC Projects that will be handled by Alternative Actions rather than Rulemaking

(Beta) Reverse Thrust and propeller Pitch Setting below the Flight Regime (25.1155)
Fire Protection (33.17)
Rotor Integrity--Overspeed (33.27)
Safety Analysis (33.75)
Rotor Integrity – Over-torque (33.84)
2 Minute/30 Second One Engine Inoperative (OEI) (33.XX)
Bird Strike (25.775, 25.571, 25.631)
Casting Factors (25.621)
Certification of New Propulsion Technologies on Part 23 Airplanes
Electrical and Electronic Engine Control Systems (33.28)
Fast Track Harmonization Project: Engine and APU Loads Conditions (25.361, 25.362)
Fire Protection of Engine Cowling (25.1193(e)(3))
Flight Loads Validation (25.301)
Fuel Vent System Fire Protection (Part 25 and Retrofit Rule for Part 121, 125, and 135)
Ground Gust Conditions (25.415)
Harmonization of Airworthiness Standards Flight Rules, Static Lateral-Directional Stability, and Speed Increase and Recovery Characteristics (25.107(e)(1)(iv), 25.177©, 25.253(a)(3)(4)(50)). Note: 25.107(a)(b)(d) were enveloping tasks also included in this project—They will be included in the enveloping NPRM)
Harmonization of Part 1 Definitions Fireproof and Fire Resistant (25.1)
Jet and High Performance Part 23 Airplanes
Load and Dynamics (Continuous Turbulence Loads) (25.302, 25.305, 25.341 (b), etc.)
Restart Capability (25.903(e))
Standardization of Improved Small Airplane Normal Category Stall Characteristics Requirements (23.777, 23.781, 23.1141, 23.1309, 23.1337, 25.1305)

ATTC (25.904/App I)
Cargo Compartment Fire Extinguishing or Suppression Systems (25.851(b), 25.855, 25.857)
Proof of Structure (25.307)
High Altitude Flight (25.365(d))
Fatigue and Damage Tolerance (25.571)
Material Prosperities (25.604)